"A Singed Cat

Feels better than it looks." That's the way with some Caps. But WHEN Caps always look as good as they feel. This is Winter Cap week with us, and the following additional lines will be sacrificen along with those mentioned yesterday.

Children's Plush Cloth and Velvet Turbans reduced from \$1.25 and

Scotch Tam O' Shanters, all colors, were \$1, now 47c. Eiderdown Tam O' Shanters and Turbans, worth 75c, go this week

Children's Novelties in all Wool and Plush, \$1 values, for 24c. Choice of Men's Fur Caps, worth from \$1.25 to \$3, 50c and 75c. Five dozen Children's Jerseys at 5c.

THE WHEN

MURPHY, HIBBEN & CO

IMPORTERS, JOBBERS,

Dry Goods, Notions, Woolens, Etc.

(Wholesale Exclusively.)

A liberal representation of all that is new and most sought for in the

xhibited at the world's fair last year, has

been kept scurrying over the tracks of that

company's lines, and this evening left here

for Rochester, where it is expected to arrive

about midnight. The Central's passenger

tracks are now open all along, except at Bur-

gen, fifteen miles east of here, where two

trains are stalled in about fifteen feet of

snow. The first trains from New York since

Friday arrived here to-night. The Empire

State express, due yesterday, reached here

at 8:15 p. m., twenty-seven hours late. The

mail train arrived five minutes later, twen-

ty-eight hours late. The Auburn Falls and

Lockport branches are as yet completely

blocked. On the Auburn branch there is

said to be twenty-five feet of snow. On the

Lackawanna, all yesterday's and to-day's trains came in in a lump to-night. The track is now reported clear. The first trains on the Lehigh Valley since Friday came through to-night. It is expected that the road will be completely re-opened by midnight. The Erie line east of this point is now open, and the first train for New York since Friday was started at 5:40 p. m. Lines west of here, though delayed, have got off

west of here, though delayed, have got off much lighter, their trains being only from one-half to five hours late. Communication by rail between Buffalo and Niagara Falls,

which was practically cut off Friday and Saturday, has been restored.

Moderated at New York.

NEW YORK, Feb. 10.-The weather in

this city has moderated considerably dur-

ing last night and to-day. The lowest tem-

perature here for the past twenty-four hours

was fourteen degrees below zero, and the

highest was twenty-three degrees, at 12

o'clock to-day. The highest wind velocity

was forty miles, from the northwest. At

Sandy Hook the highest wind velocity was

forty-two miles. The weather promises to continue fair here now, with a stationary temperature during the next few days. The storm which is now forming off the

west gulf coast will probably not strike this city at all. At midnight the ferries

were running on nearly their normal schedule. At the postoffice it was said that the mails are arriving regularly. The Erie and New York Central lines are the least punctual and the Pennsylvania system is

\$500,000 on a Snow-Bound Train.

special of the Atlantic Coast line, which

was due here Thursday night, encountered

the big snow blockade near St. Azaph's

Junction, south of this city, and could get

neither forward nor backward. The express

car contained, besides \$500,000 in govern-ment funds, a large amount of mall, reg-istered money packages and express mat-ter. The mail clerks and express messen-

gers were obliged to remain and watch this matter until, on Saturday afternoon at 5 o'clock, a double team of the Adams Ex-

press Company, broke a road to the block-aded train and removed the money to

Alexandria, where it was transferred to the first train coming toward Washington over

Broken at All Points.

blockade that almost surrounded this city

yesterday has been broken at all points

The Baltimore & Ohio announced that all

arriving practically on time, though its connections from the latter place to New York are still interrupted. Most of the

York are still interrupted. Most of the Pennsylvania, are from one to three hours late. The blockade at Alexandria, where over a dozen trains were stalled, is entirely removed. The Norfolk & Western is still closed. The slight thaw in this vicinity to-day caused a crust to form on the snow, and, in spite of the wind, there is little drifting.

Another Winter Resort.

LEAD TILLE, Col., Feb. 10 .- It is re-

markable, but true nevertheless, that while

the entire country has been suffering from

the severe cold spell the weather here

has been very moderate, and Leadville peo-ple have not felt the severe cold wave that has been going all over the country. The thermometer has been from 20 degrees to 30 degrees during the day and at about 10 above zero at night.

Peculiar Accident.

CASS CITY, Mich., Feb. 10 .- A south-

bound special train on the Pontiac, Oxford

& Northern railroad met with a peculiar

is little drifting.

Western and Philadelphia trains are

WASHINGTON, Feb. 10 .- The railroad

WASHINGTON, Feb. 10.-The Florida

various weaves, weights and colorings of Spring Woolens for Women's Wear

Will be found in our Dress Goods Department. We have never before shown so large a collection, and the prices are from twenty-five to forty per cent. less than last season.

Stock complete in all departments. Mail orders given especial attention.

Is the ONLY LINE running TRAINS

YORK

Without Ferry or Transfer,

Landing passengers at the

Grand Central Station, And the Knickerbocker Special makes the

To NEW YORK in 22 HOURS To BOSTON in - 26 HOURS Supper one night in Indianapolis; the next in New York. Special sleeper daily, Indianapolis to New York.

For tickets and sleeping-car space call on Big Four ticket agents, No. 1 East Wash-ington st., 36 Jackson place and Union Sta-

GO TO THE Mardi Gras Celebrations

New Orleans, La.,

C., H. & D. R. R. \$22.00 { FOR THE ROUND TRIP } \$22.00

Final limit for return passage March 20th.
For further information call at ticket office.
No. 2 West Washington street, at No. 134
South Himois street or Union Station.
I. D. BALDWIN, D. P. A.

MONON ROUTE THE CHICAGO

SHORT LINE LEAVE INDIANAPOLIS.
No. 30—Chicago Limited, Pullman Vestibuled Coaches, Parlor and Dining Care, daily.... Arrive Chicago.

No. 36—Chicago Night Express, Philman

Vestibuled Conches and Sicepers, daily 12:35 a. m.

7:40 a. m.

The Indianapolis Warenouse Company WAREHOUSEMEN, FORWARDING AND COMMISSION MERCHANTS. Money advanced on consignments. Registered re-ceipts given. Nos. 265 to 273 SOUTH PENNSYL VANIA STREET. Telephone 1343.

DRS. COUGHLIN & WILSON, DENTISTS,

Expert Crown and Bridge Workers. Fine Artificial Teeth. Painless Extracting with Cocaine, Gas or Vitalized Air. Ladies entrance (ground floor), Deni-son Hotel.

WAGON WHEAT 512

ACME MILLING COMPANY, 252 West Washington Street.

"NO IMMERSION, NO ASSISTANCE." Charge Made by Lutherans Against Nebraska Relief Distributors.

LINCOLN, Neb., Feb. 10.-The Lutheran Ministerial Association has taken a hand in the squabble over relief distribution in ; this State. At the annual meeting, held in Ashland, last night, a great part of the time was taken up in the discussion of the work in the different counties. A host of complaints came before the conference regarding partiality in the distribution. These complaints are of so severe a nature that they could not be ignored by the conference. A special relief commission was therefore appointed to assist the people in making their claims known, and also to assist in getting supplies. This commission is not intended as an opponent to the State commission, but only to facilitate the work. On the floor of the conference it was stated that in one place the persons in authority acted on the principle, "No immersion, no assistance," and that favoritism as ship was prevalent in many places.

Trade Sale of Carriages. CINCINNATI, Feb. 10.-Leading carriage adopted the trade sale plan of disposing of their output for the month of March, April and May at public auction in advance. The sale is set for Feb. 20. The Central Traffic Association has granted reduced rates to purchasers, and the new method of selling carriage and buggy futures will be given a trial.

carried thirty-five passengers and was drawn by two engines headed by a snow plow. On striking a cut the snow plow was thrown around and its rear placed on top of a fourteen-foot embankment. The first locomotive was thrown from the track. Both engines and the forward coach were badly damaged. No one was seriously injured; but the erew of the snow plow and forward engine had narrow escapes.

Another Cold Wave in Texas. DALLAS, Tex., Feb. 10.-A cold wave, preceded by a heavy mist, reached Texas last night. Reports from various portions of the northern half of the State show that the country at nightfall was a sheet of ice, rendering travel difficult and dangerous. No serious accidents chronicled. About 8 p. m. a light snow fell, giving way to moderating temperature at 11 o'clock.

Saving Bridge Tolls. CINCINNATI, O., Feb. 10 .- Kentucky and Ohio people shook hands over the frozen river to-day during the epidemic of skating. People are saving bridge tolls by crossing on the ice. This is the first time the river has been frozen over here since the hard freeze of December, 1892.

Express Train Derailed. UHRICHSVILLE, O., Feb. 10,-The Panhandle express, bound for Chicago, was derailed at 3 a. m. to-day at Glasgow station, all the cars leaving the track because of a broken rail, but none turning over. The train proceeded after six hours delay, with no one seriously hurt.

Blockade Raised. BENTON HARBOR, Mich., Feb. 10.-The snow blockade is being raised. The first mail train since Friday arrived to-day.

All Trains Late. PHILADELPHIA, Feb. 10.-The railroads

entering the city are still suffering from the blockade, all traffic being late. WEATHER BUREAU FIGURES. l'emperature Records Yesterday

Morning and Last Night. C. F. R. Wappenhans, local forecast official of the Weather Bureau, furnishes the following observations taken yesterday at the places and hours named:

populatione. We have never before		a. m.	7 p. m
ices are from twenty-five to forty per	Bismarck, N. D		
	Rapid City. N. D		
	Pierre, S. D		1
	Huron, S. D		8 1 2
n.	St. Vincent, Minn	***	1
	Moorhead, Minn	***	
	Duluth, Minn	11.55	1
	St. Paul, Minn	1855	
FINENESS WINS	LaCrosse, Wis	1000	
	North Platte, Neb		
Pleased buyers the best advertisement. That's	Valentine, Neb		
Pleased buyers the best indvertisement. That's why Potter's concentrated WITCH HAZEL JELLY	Omaha, Neb		
is selling so throughout Indiana. IT HEALS. Drug.	Des Moines, Ia	-6	
gists everywhere. In tubes. Price 25 cents. Pre-	Davenport, Ia	-6	0.00
pared by POTTER, Pharmacist, Indianapolis.	Concordia, Kan		1
The same of the sa	Dodge City, Kan		1
mp . arra	Wichita, Kan	10000	7 1
TRACKS NOW CLEAR	Kansas City, Mo		2
	St. Louis, Mo		1
	Springfield, Mo	10	
	Chicago, Ill	10	
	Springfield, Ill		
BLOCKADES CAUSED BY SNOW-	Cairo, Ill		
DRIFTS NEARLY ALL RAISED.	Count Haven Mich	14	-
All Raiseb.	Grand Haven, Mich		2
	Indianapolis, Ind	_	3
	Louisville, Ky	***	
Railway Trains Beginning to Make	Cincinnati, O		- 7
	Cieveland, O Parkersburg, W. Va	. 150	4
Regular Time-Warmer Weather	Pittsburg. Pa	123	I al 14
All Over the Country.	Buffalo, N. Y		1
	New York, N. Y		2
	Washington, D. C	***	1
	Charlotte, N. C		3
DUPENTO N V DA 10 Mb	Atlanta, Ga		3
BUFFALO, N. Y., Feb. 10The great bliz-	Jacksonville, Fla		4
zard is past, but even in death it has suc-	Nashville, Tenn		9
ceeded in making Buffalonians miserable.	Memphis, Tenn		9
for it caused a milk famine in the city to-	Vicksburg, Miss		3
	Fort Smith, Ark		3
day. Owing to all the country roads being	Little Rock, Ark		
impassable and the railroads blocked, not a	Oklahomo, O. T	16	9
quart of milk was brought into the city, and	Amarillo Tex	8	- 7
	Amarilio, Tex	24	2
everybody had to drink water-or something	Palestine, Tex	100	3
else.	San Antonio, Tex		3
The blockade on the railroads is being	Galveston, Tex	47.4	4
The state of the s	Shreveport, La	100	3
raised as fast as possible. The great snow-	New Orleans, La		5
plow of the New York Central, which was		-	-

Foreenst for To-Day WASHINGTON, Feb. 10 .- For Indiana-Fair, followed by local snows in the afternoon or evening; variable winds. For Illinois-Snow flurries: variable winds, For Ohio-Generally fair; possibly fol-

lowed by snow Monday night or Tuesday morning; probably slightly warmer; south-Sunday's Local Observations. Bar. Ther. R.H. Wind. W'ther. Pre-

7 a. m .30.50 2 76 S'west. Cloudy. 0.00 7 p. m. .30.42 20 66 West. Clear. 0.00 Maximum temperature, 24; minimum ten -Following is a comparative statement of the temperature and precipitation Feb. 10: Normal

HIS SEVENTH BRIDE.

Col. Bowen, 97 Years Old, Leaves the Poorhouse to Wed a Young Girl.

LAWRENCEBURG, Ky., Feb. 10.-The marriage of Col. Cody Bowen, aged ninety-seven, and Miss Rosa Brown, aged seventeen, last Thursday, has developed a peculiar story. This is the Colonel's seventh marriage and he has grandchildren older than his girl bride. Colonel Bowen served in a Kentucky regiment during the war and when he came out he was old and poor, so poor that in 1885 friends had him placed in the county almshouse. months ago word came that the Colonei had been granted a pension of \$12 a month and back pay, amounting to about \$1,000 Last October Bowen got the back pay and at once succumbed to the infirmity that had made him poor. While in this condition he loaned several hundred dollars to three Strouse brothers and gave his granddaughter most of the remainder. His elatives instituted suit against the Strous and the money was returned. With his little fortune in safe hands the Colonei decided to marry again.

Two of his other wives were inmates of the poorhouse with him at the time

he was married to them. After the death of the first there (his fifth venture) he entered the holy bonds of matrimony with Miss Maggle Booth, the other inmate, who afterwards went crazy and died in the Lexington asylum. Their wedding was the most romantic of the entire lot. They eloped from the poorhouse and started walking to Indiana to have the knot tied. When the journey was nearly completed minister of the gospel was overtaken on the highway and requested to pronounce the ceremony, which he did after dis-mounting from his Kentucky thoroughbred. The happy couple returned on foot to the old poorheuse near here.

SMALLPOX SERUM.

St. Louis Experts Endeavoring to Rob Dr. Jenner of His Honors.

ance of smallpox two weeks ago experiments have been made secretly at quarantine to manufacture an effective smallpox serum that will obtain the same results in its branch that anti-toxin has for diphtheria. The experiments are under the direction of Health Commissioner Homan and Dr. A. N. Ravold, of the Washington University. These two men have been materially aided in their work by a series of tests made last December at the quarantine station of New York by Dr. Elliot. On basis of these experiments Dr. Ravold at once set to work two weeks ago and vaccinated a strong, healthy helfer with bacilli taken from a smallpox patient. After the animal had sufficiently recovered he took some of its blood and extracted from it the serum. The first actual tests were made only three or four days ago, so that the results, whether favorable or otherwise,

Charged with Embezzling \$17,000. HELENA, Mont., Feb. 10,-L. B. Smith is under arrest at Havre, charged with defrauding the Great Northern rairroad out of at least \$17,000 while acting as claim agent for stock killed and personal damages. He is charged with forgery and embezziement. accident here this afternoon. The train | bezzlement,

INDIANAPOLIS, MONDAY MORNING, FEBRUARY '11, 1895.

A GASCOGNE IS NOW EIGHT DAYS OVERDUE AT NEW YORK,

othing Seen of the Steamer by La Normandie, Rhynland and Other Vessels That Arrived Yesterday.

NOT YET GIVEN UP AS LOST

BARE POSSIBILITY THAT SHE MAY BE USING HER SAILS.

Or that She Has Drifted Into a Southern Latitude Out of the Regular Course of Ocean Liners.

PERILOUS TIMES ON THE SEA

EXPERIENCES OF THE CUNARDER UMBRIA TOLD BY HER CAPTAIN.

Stories of Survivors of the Elbe Disaster-Heroism of Life-Savers-Fourteen Fishermen Lost.

NEW YORK, Feb. 10 .- The French steamer La Gascogne, so far as all sources of information go, has failed to reach harbor. The three steamers which arrived at this port to-day have seen or heard nothing of her. But the fact that vessels not rearly so stanch as the French liner have weathered the gales that have swept the Atlantic for the past two weeks has given heart and hope to those who can view the chances of the big steamer from an impartial standpoint. La Gascogne is now eight days overdue. She has faced many a furious gale in the years that she has crossed the Atlantic, but never was she so tardy in reaching port. On Oct. 26, 1891, she came into New York harbor, 920 souls on board, salt-encrusted to the top of her funnels. She was only twenty-four hours late, but for four days and nights she had been in the grip of a hurricane. One day of such weather would have tested the stanchness of almost anything that floats, but La Gascogne wore out four days and nights of it and reached New York practically uninjured. It is such experiences that give the gents in the city confidence that their boat is still plowing the seas or safe in some out-

Dispatches reached here to-day from Halifax, N. S., with the report that La Gascogne had been sighted in the vicinity of Sable island. No official verification of this was to be had, owing to the impossibility of getting communication with the island. Any report, however, of a steamer lying off Sable island in a crippled condition in the midst of heavy gales would not be a hopeinspiring one, as this is known as an extremely dangerous locality for mariners. The island lies about ninety miles southeast of Cape Canso. It is narrow and low, and has been the scene of many shipwrecks. But the report, origin fing in some unknown way, even without verification, was the subject of considerable speculation on the part of shipping men. All efforts on the part of the company to get explicit information in that connection were without

avail. AT THE COMPANY'S OFFICES. At the offices of the Compagnie Generale Transatlantique Mr. Forget did not appear to-day. He was, however, in communication with all points from which news could be expected by telegraph. The men in the office of the French line do not worry much. and past experience has taught them that frequent impediments to travel on the water, especially in stormy weather, are met with. None of them believe La Gascogne to be lost. It is the friends and relatives of passengers, those who have loved ones on board, that are fearful of the worst.

The men who report vessels far down the bay have kept their eyes sharp towards the sea in the hope of being the first to signal the missing steamer. At 7:30 to-night the Hamburg-American liner Dania was reported off Fire island. Two hours later an unknown steamer was reported passing Sandy Hook light ship. Soon she was seen making off shore. There she anchored, and it is believed that this was the Dania that had crept up the bay. The Dania left Havre on Jan. 28, three days after La Gascogne, and a hope had been entertsined that she would have some news of the missing ves-

At 12:50 a. m. a French line steamer anchored off Sandy Hook, and it is believed that she is La Normandie, a sister ship of La Gascogne. La Normandie sailed from Havre Feb. 2, and, coming over the same course as the Gascogne, it was confidently expected that she would have tidings of the other. No signals to that effect, however, were displayed, and now the officials of the line fix their hope on La Touraine, which sailed from Havre Wednesday last, with instructions to keep the strictest outlook for La Gascogne, and, if necessary, to spend extra time in making a detour from the regular course. Just what news the Dania or La Normandie may bring is doubtful, but they have given no indications up to the present time of having spoken the missing ship. The Red Star steamer Rhynland arrived in port to-day. She was covered with a layer of solid ice three feet in thickness in many spots. The deck is altogether inaccessible and tons and tons of water had

been shipped over her sides and formed into ice on her decks. The Rhynland had on board nine cabin passengers and 116 steerage passengers. Captain Mills said that it was the most tempestuous voyage he had ever experienced. The Rhynland left Antwerp on Jan. 26. On Feb. 5 the Captain was compelled to heave ship for fourteen hours. During this day only ninety-nine miles in the twenty-four hours were logged. ST. LOUIS, Feb. 10.-Since the appear- | On the morning of the 6th violent seas made it necessary to heave ship again for twelve hours. The crew suffered keenly from the intense cold. Life lines were made fast along the starboard side of the vessel. During the voyage but one vessel, the Manitoba, from London, was sighted.

The Manitoba reached Quarantine shortly after 3 o'clock this morning, and reported having seen nothing of the overdue La Gascogne. Captain Griffith, of the Manitoba, said to-day that he thought La Gascogne would be first spoken by a vessel bound from the Mediterranean, or eastward from Gibraltar. "I sailed from London the day La Gascogne sailed from Havre," said Capt. Griffith, "and as her course was more to the southward, she doubtless escaped the north Atlantic storms, which all the vessels that sailed over northern courses encountered. My opinion is that she broke down west of the Azores and was carried by the prevailing currents into a southern

latitude." Lieutenant Mardock, the navigator of the United States steamer Minneapolis, said, to-day, at the Navy Club; "If La Gas-

sails she could nardly spread enough canvas to make more than fifty miles a day. and with the prevailing winds, as marked out on the course, which are head winds, she could hardly make any port for some days." At the Navy Club the offcers present all believed that the vessel would eventually come in with all on board in good health.

ANOTHER HOPE GONE. La Normandie Brought No News of

Her Missing Sister Ship. SANDY HOOK, Feb. 11, 3:40 a. m .-

La Normandie is anchored outside the bar. She was boarded by representatives of the Associated Press and reports no news of La

Cannot Reach Sable Island. HALIFAX, N. S., Feb. 10 .- A correspondent has been investigating a rumor in cir-

culation here to-day to the effect that the French liner La Gascogne has been seen in the vicinity of Sable island, and that the government had determined to investigate the story, and would send a steamer to the island for that purpose. The rumor started here this morning, but the source caned here this morning, but the source cannot be traced, and it is not believed any
credence should be put in it. Sable island
can only be reached at the greatest possible risk at this time of the year, if at all.
Such news might come by carrier pigeons,
but none has arrived here, and it is asserted that none would be let fly in such
weather as prevailed last week. The only
other way to send out such news would be
by signaling a passing vessel, and that can
only be done in fine weather, and even then
none would knowingly be close enough to
be signaled. The only available steamer
here to go, in case one went, would be the be signaled. The only available steamer here to go, in case one went, would be the government steamer Newfield, and she is government steamer Newheld, and she is not at present in port. She would have to return and outfit. It is further asserted that no vessel here could go to Sable island, unless it was some steamer out of commission, and it would have to be outfitted. This would take a couple of days. The island is about 175 miles from Halifax, and it might take several days to effect a and it might take several days to effect a

No Tidings at Boston. BOSTON, Feb. 10 .- No tidings of La Gascogne were brought by the steamers which arrived at this port to-day. Several ocean liners pushed their way from quarantine during the day, among them being the Kolpano, of the Sanderson line, from Hull; the Sachem, of the Warren line, from Liv-erpool, and the Boston, from Yarmouth, N. S. The Johnston liner Akaba and the Pom-meranian, of the Allan line, which arrived meranian, of the Allan line, which arrived off Quarantine last night, also came up to the harbor to-day. Each vessel was boarded at quarantine by a reporter, who questioned the officers for possible news from La Gascogne, but no sign of the missing steamer had been seen. All officers reported that they had had rough trips and unusually heavy weather and seemed to be of the opinion that La Gascogne's delayed arrival is due to these causes.

ARRIVAL OF THE UMBRIA.

The Captain's Account of Her Trip-Fourteen People Rescued. bria, Captain Dutton, which sailed from Liverpool Feb. 2, reached quarantine at 11:42 o'clock this morning. She brings no word of La Gascogne.

Shortly after noon to-day the monster ccean greyhound steamed past quarantine, her shrouds and part of her bulk incrusted in ice and glistening like myriads of diamonds. Huge icicles hung from her shrouds both fore and aft. From the topmost edge of the bridge to the deck was one mass of glittering ice, and the lifebcats, davits and taff rails were covered with it.

It was during the only spell of good weather on the vessel's voyage that she was enabled to rescue fourten persons who were adrift in a water-logged helpless bark. Speaking of the rescue, Captain Dutton said to-day: "We had a fairly good voyage after leaving Queenstown until we struck the blizzard outside the Hook yesterday. Of course the weather was bad and we had heavy seas, but I have had far worse voyages. It was at 12:15 a. m. on Feb. 6 we picked up the captair and crew of the French bark Jean Baptiste. It was about II o'clock at night when report was made to me that a White Star line freighter, supposed to be the Cevic, had been sighted. The captain of the Cevic is an old friend of mine, and I had signals sent up to let him know who we were. The Cevic was off our port side. The signals we sent up were seen by the French bark, which was over on our starboard side about five miles away. It was not particularly cold, but snowstorm there was a snowstorm and a heavy westerly swell. The distressed crew was displaying red lights to show that the vessel was out of control, and as we made toward her three men went up into the mizzen rigging with torches. The bark was water-logged. A boat with five men, in command of second officer Hogg, was lowered. When our boat reached the distressed vessel the men found that the crew had launched two boats and were loading all of their effects. Captain Lebot and his son were the last to leave the Jean Baptiste. They came away in our boat. The rest of the crew came to us in their own boats and said they had brought all their personal effects with

The Jean Baptiste belonged at Havre, and was from Halifax to Cork, laden with deals. Captain Lebot said he was the sole owner of the bark and that she was no insured. Note of the crew can squak En-French consul in this city.

Captain Dutton describes the rest of the

Captain Dutton describes the rest of the voyage as follows: "After making the addition to our passenger list by taking on the Frenchmen our voyage was without particular incident until we encountered the rough blizzard and heavy seas outside the Hook yesterday afternoon. At 5 o'clock yesterday afternoon, during the height of the storm, and while passing the Georgia shoals, two hundred miles east of Sandy Hook, we sighted a four-masted schooner Hook, we sighted a four-masted schooner at anchor, riding very heavily. She had a flag up and no sails set. The matter was reported to me, but by that time we had lost sight of her through the snow and haze. I had the vessel put about and ran down close to her. She had nothing flying then; there were men on deck and steam escaping from a donkey engine forward. We laid to half an hour, waiting for some signal, but got none. It was snowing, the weather was cold and the sea too heavy to run the risk of lowering a boat to merely nake an investigation when no distress signals were displayed. Just as we stean away they ran up a flag again. We left them riding at anchor in a heavy sea in very unusual place for a schooner of that character, right in the course of the ocean steamers. Then we came on to harbor and experienced the worst weather of the whole trip, getting most of the ice that is on the decks from that time on. We had to come very slowly to avoid getting more than we spray was very heavy when we made good headway. We passed the lightship at 9.55 a.m. and reached quarantine before noon to-day."

Captain Dutton was not worn out by any means, but he had been constantly awake and alert since 2:15 o'clock yesterday morning. He had not heard of the fact that La Gascogne was so much overdue, and when asked for an opinion as to her fate said: "I think she has broken down somewhere, and that she will probably turn up. Where she may now be would be the merest conjecture. I remember that about twelve years ago the City of Brussels broke down in midocean and made port with her sails. She sailed into Liverpool and almost to her dock before sighted. She had for twentysix days sailed so without sighting a ves-sel that could help her or that was near enough to recognize her and report seeing There was one thing in her favor. that La Gascogne has not. The City of Brussels had four masts for sails, while, since La Gascogne has been remodeled, she has but two. She would have hard work weather she must have encountered."

STORM IN IRELAND.

Deep Snow on the Land and Severe Gales on the Water.

DUBLIN, Feb. 10 .- A terrific snowstorm prevailed in Ireland Saturday night and to-day. The snow lies three feet deep on the level and in some places, is drifted to the depth of from eight to ten feet. The mail service has stopped throughout the north of Ireland. In Cork and elsewhere the running of trains has been stopped. A message received in Cork by a railway

company, states that the storm is so vio-lent at Queenstown that all the telegraph lines have suspended business. The tem-perature is the lowest recorded for forty years. An unusually high tide flooded the custom house quay and washed away the stone pavement. Much damage was done along the shore. Several small craft have foundered. Traffic in the harbor and on the river is entirely suspended. A number of cross channel steamers are weatherbound in the harbor. The Norwegian bark Freiya from Rio Janeiro has arrived in a battered in the harbor. The Norwegian bark Freiya from Rio Janeiro has arrived in a battered condition. She reports that she spoke on Friday last the Norwegian bark Carmel from Savanna-la-Mar for Liverpool, with her rudder head smashed and otherwise disabled. The crew were in a famishing condition and were almost exhausted. The Freiya supplied them with provisions. The Cunard line steamer Servia, Captain Ferguson, from Liverpool yesterday for New York, had a rough passage to Queenstown. The American mail train is snow bound at Charleville, county of Cork.

The American mail train is snow bound at Charleville, county of Cork.

The mail train to Cork is snowed up at Mallow. A pilot engine and a gang of men were sent from Cork to Charleville to endeavor to extricate the train carrying the American mail, but the train was still fast in the drifts at 9 o'clock to-night. The storm is still sweeping with fury along the coast. Twenty steamers have sought shelter in Queenstown harbor, among them the British cruiser Carnet. It is feared that British cruiser Carnet. It is feared that many vessels are in distress in the chan-nel. Several have been already reported as being short of provisions and others as be-ing damaged.

SURVIVORS OF THE ELBE.

Vevera and Hoffman Arrive at New York and Make Statements. NEW YORK, Feb. 10 .- On board the Umbria were three survivors of the steamship Elbe. Eugene Schlegel, of Furst, Germany, on his way to this country for the first time, with his sister Emma, who was lost with the ship: Jan Vevera, of Cleveland, O., and Carl Hoffman, of Grand Island, Neb., whose wife and child were among the lost. A reporter boarded the Umbria at quarantine from the revenue cutter and found Messrs. Hoffman and Vevera in the main saloon, reading letters from their relatives in the West which had been handed them at quarantine. Mr. Vevera, after he had looked over his letters, one of which came from C. C. Schnellentrager, of Cleveland, O., made the following statement concerning his experiences at the time the Elbe was lost:

"The night before the disaster occurred I spent in the smoking room in company with Mr. Charles Wix and Dr. Deitrich. On going down into my state room I found it so very cold that I decided to sleep on a lounge in the smoking room and, accordingly, lay down, fully dressed, but failed to sleep well. At 5 o'clock I rose and, on looking outside found that the night was quite clear. Off toward the English coast the lights of several fishing smacks were to be seen. As near as I can reckon, it was about twenty minutes of 6 when I felt a slight shock, accompanied by a crashing sound that seemed to me to come from the engine room. The shock was very slight and not at all like what I should have expected from such a collision. I immediately ran forward toward the engine room, and in passage met the mail clerk whom I asked what was the matter. 'Nothing,' he said. Then I met three of the crew running along and, on asking them the same question, received a similar reply. Just then, as an officer, his face white with anxiety, made same answer to my question as to what was the trouble, the timbers and partitions of the ship by the postoffice began to

crack and bulge inward.

"Without going any further I rushed back to my state room and exchanged the neavy ulster I had on for a mackintosh and a soft cap that I could pull over my ears. I took the life preserver out of my berth for myself, and from the unoccupied berth above me I took a life preserver for my niece. On going on deck, however, the ship had listed over to port to such an extent, and there was so much confusion and noise, that I have very little idea of anything except getting into the boat, from which I was picked up by the Wildflower. I saw nothing of the steamer that collided with us. But the sight the E.oe presented as rolled back from port to starboard and then slowly began to settle down by the stern is one that I will never forget. I would have give anything I ever possessed to have escaped the spectacle of the people struggling in the water around the ship and those on the Elbe swarming forward upon the decks toward the bow as the Elbe settled down into the sea. It could not have been more than twenty-five minuntil the ship sunk from sight. And those ninutes and the ensuing five hours seem longer to me than all the rest of the years of my life put together. When we picked up Miss Anna Buecker she was swimming along bravely, and was fully dressed, with the exception of having no shoes on. She was very cold, and sat in the bottom of the ship's boat in water up to her waist until we were picked up by the fishing smack, and never uttered a complaint. When the Wildflower picked us up I had my left leg crushed between the boat and the smack. But that and my right thumb, which was hurt in the boat, was the only injuries I received. The people at Lowes-tost treated us splendidly."

HOFFMAN INDUCED TO TALK. Mr. Hoffman refused, while on the Umbria, to make any statement for publication. Since the Elbe disaster he has been in an excitable state of mind. He declared himself that he had not slept for four nights, and that he intended to get some rest before he did anything else. He said, in addition, that he intended to confer with the North German Lloyd line officials here at an early date. On the arrival of the Umbria at the pier the first person to go up the gang plank was Mr. Herman Winter. from the company's office. He welcomed the three Elbe survivors and offered them the three Eibe survivors and offered them every assistance in his power. Mr. Hoffman, however, was met at the dock by three men, one of whom said he was a brother of the man Frank who was lost on the Eibe, and, together with them and Vevera, Hoffman entered a carriage and drove to the Broadway Central Hotel. After lunch he told his story to the reporter. His statement was made in a very porter. His statement was made in a very disconnected fashion, and was liberally in-terspersed with threats of prosecuting the North German Lloyd and with frequent outbursts of tears.
"My wife and boy and myself had

stateroom on the starboard side, way aft in the section between the Nos. 69 and 100," he said. "I awoke early on the mornof the collision and had gone on deck and then retured to our stateroom where I told my wife how the weather was and also put another blanket over my boy, who also put another blanket over my boy, who was in the upper berth, for it was very cold. Suddenly I heard a crash and the ship trembled violently. I rushed outside to see what the trouble was and, as I did so, I met Mr. Schlegel's sister Emma, who was running forward toward the gangway. None of the ship's crew could give me any information as to wnat had happened, but as I heard a great confusion overhead and sounds of many people run ning to and fro, I ran back to our cabin and told my wife to dress herself and the boy as quickly as possible. I took the child in my arms and we went forward to the companion way in the saloon, where I found a crowd of passengers endeavoring to get upon deck. With my boy on one arm and supporting my wife with the other. I started up the companion way. Just then some one on deck gave the order for every one to go below and in the rush that enregardless of the order, and stood at nead of the gangway, opposite the third got into. Then the order to lower the boats was the first to be lowered and into this a number of passengers jumpe... but were cromptly ordered out again. No one gof into the second boat, which was next on the port sae to this, and then the one directly opposite where we were standing was lowered and into this I threw my valise. Taking my boy in my arms I turned and kissed my wife, who said: 'God may help us yet, and then I jumped into the boat, which had not as yet been lowered. Just then the order was given for all women and children to go to the starboard side and my wife obeyed the order. Neussell, the officer of the boat, caught my boy out of my arms, in obedience to the order that was issued, and that was the last I saw atther of them. Mr. Hoffman complains that he was com-

ship's boat and declares that there was plenty of time to have lowered all the boats of the Elbe if proper discipline had been maintained. His nerves have been badly shattered by his trying experience and it is his intention to remain in Hoboken for (Continued on Second Page.)

LONG STRING OF CHARGES AGAINST THE EX-QUEEN OF HAWAII.

Accused of Treason by Engaging in. Alding, Abetting, Inciting, Etc., Rebellion Against the Republic.

TRAITORS CONVICTED

SIX SENTENCED TO DEATH AND OTHERS FINED AND IMPRISONED.

Three Rebels, Ordered to Be Bauished, Put Aboard the Warrimoo and Sent to British Columbia.

STATEMENT FROM THURSTON

PLOTS IN WHICH LILIUOKALANI AND WILCOX WERE ENGAGED.

Both Have Long Been Disturbers of the Peace, but Were Dealt With Leniently-No Danger of Injustice.

VICTORIA, B. C., Feb. 10 .- As announced early this morning, the steamer Warrimoo arrived here at midnight, bringing advices from Hawaii dated Feb. 2. The Associated Press correspondent at Honolulu says: There is a lull in affairs here, and quiet will probably reign until the military court now sitting will have finished its work. There are a large number of conspiracy cases yet to be tried, and the probabilities are that the court will sit for two or three weeks at least. Great interest is attached to the forthcoming trial of the ex-Queen. The government claims to have more than sufficlent evidence to convict her of treason. What her punishment will be in case of conviction is hard to conjecture. Her case will probably come up on next Monday. She is charged with treason. The charge reads:

"First—Treason, by engaging in open rebellion against the Republic of Hawaii, by attempting by force of arms to overthrow and destroy the same, by levying war against the same, and by adhering to the enemies of the Republic of Hawaii, giving them aid and comfort within the Hawaiian islands and elsewhere

islands and elsewhere.
Second—Treason, by alding, abetting, procuring, counseling, inciting, countenancing and encouraging others to commit treason of arms to overthrow the same, and to ad-here to the enemies of the Republic of Hawaii in giving them aid and comfort in the Hawaiian islands and elsewhere." There are six specifications in the charge.

The military commission has brought in findings in twenty-four cases. Their names are: R. W. Wilcox, S. W. Nowlein, H. E. Bertelman, Carl Widen ann, W. H. C. Greig. Louis Marshall, W. C. Lane, J. C. June, C. T. Gulick, W. H. Rickard, W. T. Seward, T. B. Walker, Solomon Kauia, -- Pelahua, Lot Lane, Thomas Poole, J. Kalukia, Robert Palau, J. W. Kipikane, - Kiliona, Joseph Clark, D. Januha, W. Widdifield and Joe A. Kiakhi. Of the foregoing D. Januha and J. Kalnuka were acquitted. The others were all found guilty, and sentences were fixed by the commission, subject to review by President Dole. The sentences vary much, all the way from sentence of death to imprisonment for five years, with fines. The lowest sentence for treason by the Hawaiian statute is imprisonment for five years and a fine of not less than \$5,000.

The six leaders were all sentenced to be

hung. They are: Charles T. Gulick, William H. Rickard, William T. Seward. Robert W. Wilcox, Samuel Nowlein and Henry Bertelman. Sentence in the last two cases will be commuted, as both men have furnished valuable evidence for the government. Gulick was born in this county. Rickard is an Englishman, Wilcox is a Hawaiian. The only one of the four who is entitled to the protection of the United States is William T. Seward. As yet no date has been set for the executions. The only important case tried before the militaonly important case tried before the minta-ry court since the departure of the Aus-tralia was that of V. V. Ashford. He is charged with treason. A batch of twenty native rebels, charged with treason, is now occupying the attention of the court. United States Minister Willis has changed United States Minister Willis has changed his attitude somewhat since the last advices. He is not so belligerent in his demands. His last communication to the government is a request that if the death penaky is imposed in cases of any Americans that the executions be postponed until he can communicate with his government. The British commissioner has made a similar British commissioner has made a similar request. Thus far but two men who claim American protection have been tried. They are Louis Marshall, charged with open re-bellion, and Thomas Walker, who pleaded bellion, and Thomas Walker, who pleaded guilty to the charge of treason.

The government has decided to banish three persons from the islands for complicity in the rebellion. They are J. E. Cranston and A. Muller for conspiracy to use dynamite and J. B. Johnstone, special police officer, who turned traitor. The men will be sent on the Warrimoo, leaving for will be sent on the Warrimoo, leaving for Victoria to-day. Cranson and Muller were to blow up the Central Union Church on the night when the rebellion broke out. Of the three exiles, Johnstone is a British sublect. Cranston an American and Muller a German. They say they do not know what they were arrested for, were given no trial, were kept confined without any chance of communication, and did not know they were to leave until the Warrimoo whistled to leave. Johnstone will remain at Vancouver, but the others say they will not leave the stean ship, but will return on her to Honolulu when she goes back. They claim that they have been victims of gross

outrage.

The schoorer Norma arrived at Honolulu on Jan. 30 with a cargo of salmon, fifty-six days from Claxton. No trace of opium or arms was found, and thus another sensa-F. M. Hatch, the Minister of Foreign Affairs, may resign shortly and leave for San Francisco. His successor will probably be W. N. Armstrong, formerly of the

New York bar. F. C. Jones, a prominent property-holder under the republic, wrote Minister Willis yesterday to learn just what position he occupies in the United States, whether he still was subject to the income tax and at the same time cannot look to the American

government for protection Can This Be True? SAN FRANCISCO, Feb. 10,-The Examat Honolulu to the effect that Admiral Beardslee has taken possession of Pearl harbor and declared a protectorate over the Hawaiian islands. The news came to

Victoria by the steamer Warrimoo. WASHINGTON, Feb. 19.-The report that Admiral Beardslee has seized Pearl harbor and declared a protectorate over the Hawaiian islands is not believed here. Neither the State nor Navy Departments have intimation of such action. It is stated by both that Admiral Beardslee's instructions have aiready been made public, and that there is nothing in them to justify such action on his part.

THURSTON'S STATEMENT.

Review of the Situation in Hawall and Acts of Traitors.

WASHINGTON, Feb. 10.-Lorain A. Thurston, the Hawailan minister, being asked whether he had any information concerning the alleged sentencing to death of some of the leaders in the late Hawaiian insurrection, and whether, in his opinion